

were applied. There was a sudden jarring that sent the blood to the faces of all in the cars. "An accident!" they shouted, and a rush was made to the windows. It was not an accident, however, and the brakes were released, the train soon after resuming its steady way through the ever-opening mouth of the express speed. Mile after mile was traveled, and until the Seventy-second street incident all went merrily.

What was at first believed to be a blockade on the northbound local track immediately after the Mayor's special had passed up proved to have been a part of the general arrangements. In order to let the specials have clean sweep to One Hundred and Forty-fifth street above Ninety-sixth street, the local trains were held below that point until all the first flyers had passed that point. This allowed the Mayor's train, which took eighteen minutes to Ninety-sixth street, to "make up" and finish the run on regular time—twenty-six minutes to One Hundred and Forty-fifth street.

#### PASSENGERS DROPPED OFF ON WAY BACK.

In the cars the guests formed cliques. John B. McDonald and William Barclay Parsons, through whose genius the subway was evolved, were in consultation most of the route. Mrs. McDonald found a companion in Commissioner McCoo's wife. Altogether the first trip was socially successful. When the Mayor joined his friends he was warmly acclaimed.

The trip northward was made without a stop at the stations, but on the return all stations were recognized by the motorcars. Archbishop Farley left the train with Mr. McDonald at the Columbus Circle station. John H. Starin got mixed up in the streets and had quite a time of it before he disembarked. He berated the guard for closing the gate too quickly on him, and seemed unhappy that he was held in the cars one station beyond his destination. Mr. McCoo got out at the One Hundred and Forty-fifth street station.

#### MAYOR DOESN'T LIKE "ADS." IN SUBWAY.

On the way down the passengers on the Mayor's train noticed that workmen at all the stations were carrying in and placing against the marble and glazed walls some hundreds of advertising signs. These were in rectangular frames, about 3 by 5 feet, the frames being gilded.

Mayor McDonald did not notice the advertising until about half way down.

"Did you notice the advertising signs in the Subway?" he was asked. "We have just been talking about it," he said, solemnly.

"What do you think of it?"

"I don't know what the legal status is. See Mr. Orr," he said.

"What do you think of it from the artistic viewpoint?"

"Very bad," said the Mayor, shaking his head.

All the afternoon the subway was given up to those having passes. The general public with the nickels take possession at 7 P. M.

The great subway opened officially at 2:35 P. M. to-day. Five minutes before that time Mayor McClellan, at the conclusion of the ceremonies in the Aldermanic Chamber of the City Hall, rose from his chair and with a wave of the hand said simply: "I now pronounce the Subway officially opened."

A mighty cheer broke forth from the four hundred invited guests who packed every bit of space in the chamber, a flashlight exploded, the speakers and honored guests picked their way down the aisles and left the City Hall building for the special train which was to mark the beginning of official underground transportation in this city.

**NOISY SEND-OFF FOR GREAT SUBWAY**

Crowded around the City Hall were thousands and thousands of men, women and children. For two hours they had waited patiently to hear the first bomb which would tell them that the subway was an accomplished, operating railroad scheme. The cheers coming from those who witnessed the ceremonious services in the hall gave the crowd the tip, and as the aerial bomb on the dome of The World Building gave the signal, from the thousands in the street a prolonged roar was let loose.

All over the city the signal had been awaited. Whistles tooted, horns blew, bells rang. The din was at its height when the vanguard of the Rapid Transit Commissioners, the city officials and the guests reached the City Hall steps on their way to the subway entrance in the park.

The first to descend was Commissioner Orr arm in arm with Archbishop Farley. After him came the Mayor with Father Lavelle and Bishop Doane. The other Rapid Transit Commissioners, city officials, Subway builders and prominent financiers and guests made up the train. Down the mouth of the entrance the party went with as much solemnity and gravity as in show at a funeral. It was not until the Mayor, who took his stand on the platform of the front car, turned the silver lever that the strain was lifted.

**SPEECHES DELAY THE FIRST TRAIN'S START**

It was at first intended to start the train sharply at 2 o'clock, but the ceremonies in the City Hall ran over the hour on account of the length of the speeches. As most of those were slowly read more time was consumed than was at first expected. When the clock showed two John B. McDonald had just been introduced by the Mayor.

August Belmont followed Mr. McDonald in the line of speakers. At the conclusion of his remarks he reached to the table at his side and took hold of a small mahogany box in which was the silver lever for the starting of the first train. "Mr. Mayor," said Mr. Belmont, "I now hand you the key to the subway." The Mayor then pronounced the subway open.

It was a splendid tribute that the citizens paid to the first train. The din of the town's happiness reached clear into the Subway itself. It trickled down the stairs of every station and met the civic train like a blast as it whizzed past the openings. Every man with a noise-making device in his control whooped it up to the limit, and the steam and other power expended to-day in five minutes of jubilation would have run the power-houses of the Subway system for a week.

**THEN BREAKS LOOSE THE REVEL OF SOUND**

The town knew about when to expect the word that it was up to it to echo, but it got its first real news from The World, which sounded the glad tidings that the Mayor's train was under way within two seconds after the Mayor made history by a twist of his wrist. An aerial gun burst with terrific report from the roof of the Pulitzer Building at the very second that the sentry in the City Hall station wig-wagged the news that the first train was under way. At the same moment the national colors broke from the great flagstaff high in the air, and the city knew that sub-surface transportation was an accomplished thing.

Then how the citizens hit it up! Every steam whistle in the city began to blow, from the big, husky ones downtown in the great manufacturing plants to the squaky little tooters scattered all over from east to west and north to south.

**"LET HER GO!" AND THE TRAINS STARTED.**

In the subway itself the most perfect arrangements had been made to start the system going evenly. At every station a ticket agent with a telephone receiver at his ear placed there at five minutes before 2 o'clock. Within reach of the voice of each agent was the conductor of a standing train. At the City Hall station, with a transmitter reaching each and every one of these agents, was Assistant General Manager George Keegan. At the precise moment that Mayor McClellan turned that silver controller the voice of Mr. Keegan bawled through that transmitter, "Let her go!"

The crowd around the City Hall gathered early, and thousands on one pretext or another strove to get through the lines. But the police were obdurate, and those without tickets could not approach the City Hall. Shortly before 2 o'clock the guests began to come. Most of them wore silk hats and frock coats and those the crowds recognized they cheered. When the members of the Rapid Transit Commission came along there were some cheers for them.

**BISHOP GREER'S GREETING.**

President Forbes, of the Board of Aldermen, formally opened the ceremonies. He introduced Bishop Greer, who offered prayer, and then the Mayor stepped forward and made a brief address, saying in part:

"We have met to-day for the purpose of turning over a page in the history of New York, for the purpose of marking the advent of an epoch in her development. If this underground railroad proves as popular and successful as I confidently expect it to be it will be only the first of many more."

William Barclay Parsons followed the Mayor. Like the others who have had to do with the actual work of the subway, he said little. The bulk of the heavy-weight talking was done by Mr. Orr and Mr. Starin. They went into every detail of the building of the subway, from the earliest days of the Rapid Transit Commission, and gave credit to everybody connected with the work of construction and planning.

**MCDONALD PRAISES BELMONT.**

John B. McDonald followed Mr. Starin on the list of speakers. Mr. McDonald was loudly cheered, and his first utterance was one of thanks for the warm reception that had been given to him. Mr. McDonald sketched

## DON'T GET SCARED; ALL IS SAFE IN THE SUBWAY.

**Lee says:**

If the motorman should die the train would stop automatically.

**Dee says:**

If there is an accident in the tunnel any platform guard or trainman or track employee can turn off the power and prevent danger of a collision.

**Dee says:**

After an accident only the Vice-President, General Manager or chief operating official in charge at the time can turn on the power.

**Lee says:**

Fire in the subway is hardly a possibility, but if there is one the power will be turned off at once and adequate standpipes are available at frequent intervals, as well as alarms that may be rung in by any employee.

**Dee says:**

There is no danger of the Subway being flooded in a heavy storm. All the tunnel walls are waterproofed, and the entrances are protected.

briefly the difficulties under which he, as the builder of the subway, labored at the start and paid especial tribute to August Belmont, Mr. Parsons and the Rapid Transit Commission for the work they have done. But especially did Mr. McDonald praise the people of the city who have borne patiently the inconveniences which the task of building the road necessarily entailed.

August Belmont followed Mr. McDonald and spoke in praise of all the others who have had to do with the work. Mr. Belmont was as lavish in his praise of Mr. McDonald as the contractor had been of him, indicating that the controversy of a few days ago has left no sting.

Following Mr. Belmont Archbishop Farley pronounced a benediction, and then without delay the party, led by the Mayor, started for the City Hall station.

**HEDLEY TOO BUSY FOR ANY BANQUET TO-NIGHT**

General Manager Frank Hedley will not attend the dinner at Sherry's to-night, given by the directors of the Interborough Rapid Transit Company to President August Belmont. It was learned that Mr. Belmont's office that Mr. Hedley had refused point blank to a personal invitation from Mr. Belmont.

"But surely you can arrange to be there," said Mr. Belmont.

No, sir! I cannot," Mr. Hedley is said to have replied, "I have a railroad on my hands, and I am not going to take any chances."

The dinner will be held at 7:30 o'clock, and Mr. Hedley pointed out that the regular five-cent fare service went into operation at 7 P. M. Although urged by several of the directors to forget his work for a couple of hours, Mr. Hedley remained firm in his original decision and thereby missed a \$30-a-plate dinner.

**RACING ON WESTERN TRACKS.**

(Continued from First Page.)

Smile, 101 (Poy), 9 to 2, second; Determation, 101 (Niel), 5 to 1, third; Time—1:14 1/2. Bonnie Mary, Fleuron, Pad, Mary, Union Labor, Mr. Alice, Maggie Leiber, Mable Winn, Holton and Outlaw also ran.

**SECOND RACE—Five furlongs; purse—\$100.**—Francis Dillon, 101 (Davis), 10 to 1, first; 2nd, second; 3rd, third; 4th, fourth; 5th, fifth; 6th, sixth; 7th, seventh; 8th, eighth; 9th, ninth; 10th, tenth; 11th, eleventh; 12th, twelfth; 13th, thirteenth; 14th, fourteenth; 15th, fifteenth; 16th, sixteenth; 17th, seventeenth; 18th, eighteenth; 19th, nineteenth; 20th, twentieth; 21st, twenty-first; 22nd, twenty-second; 23rd, twenty-third; 24th, twenty-fourth; 25th, twenty-fifth; 26th, twenty-sixth; 27th, twenty-seventh; 28th, twenty-eighth; 29th, twenty-ninth; 30th, thirtieth; 31st, thirty-first; 32nd, thirty-second; 33rd, thirty-third; 34th, thirty-fourth; 35th, thirty-fifth; 36th, thirty-sixth; 37th, thirty-seventh; 38th, thirty-eighth; 39th, thirty-ninth; 40th, fortieth; 41st, forty-first; 42nd, forty-second; 43rd, forty-third; 44th, forty-fourth; 45th, forty-fifth; 46th, forty-sixth; 47th, forty-seventh; 48th, forty-eighth; 49th, forty-ninth; 50th, fiftieth; 51st, fifty-first; 52nd, fifty-second; 53rd, fifty-third; 54th, fifty-fourth; 55th, fifty-fifth; 56th, fifty-sixth; 57th, fifty-seventh; 58th, fifty-eighth; 59th, fifty-ninth; 60th, sixtieth; 61st, sixty-first; 62nd, sixty-second; 63rd, sixty-third; 64th, sixty-fourth; 65th, sixty-fifth; 66th, sixty-sixth; 67th, sixty-seventh; 68th, sixty-eighth; 69th, sixty-ninth; 70th, seventieth; 71st, seventy-first; 72nd, seventy-second; 73rd, seventy-third; 74th, seventy-fourth; 75th, seventy-fifth; 76th, seventy-sixth; 77th, seventy-seventh; 78th, seventy-eighth; 79th, seventy-ninth; 80th, eightieth; 81st, eighty-first; 82nd, eighty-second; 83rd, eighty-third; 84th, eighty-fourth; 85th, eighty-fifth; 86th, eighty-sixth; 87th, eighty-seventh; 88th, eighty-eighth; 89th, eighty-ninth; 90th, ninetieth; 91st, ninety-first; 92nd, ninety-second; 93rd, ninety-third; 94th, ninety-fourth; 95th, ninety-fifth; 96th, ninety-sixth; 97th, ninety-seventh; 98th, ninety-eighth; 99th, ninety-ninth; 100th, hundredth; 101st, hundred-first; 102nd, hundred-second; 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